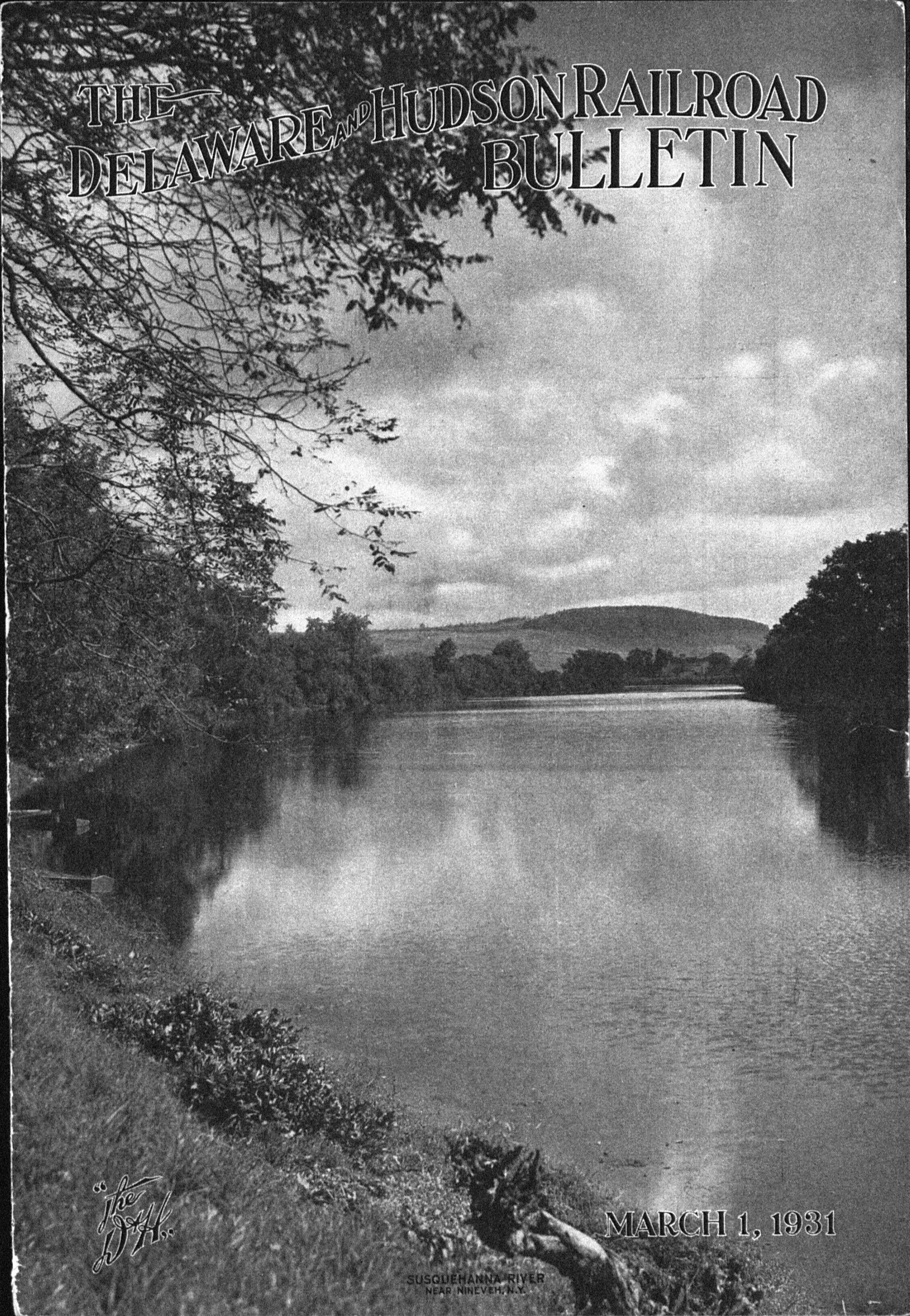
THE DELAWARE AND HUDSON RAILROAD BULLETIN



"the D&H"

MARCH 1, 1931

SUSQUEHANNA RIVER
NEAR NINEVEH, N.Y.

The Straight Road

DAD went as far as he could go,
Along the road with me,
And tried his best the road to show—
The journey yet to be.
Dad said, "I'm getting weary, son,
And here I'll have to rest.
You'll find new roads, but only one,
The straight road is the best."

I thought he meant the road of right,
But more than that he meant,
For many by-roads came in sight
On every road I went.
Of course, I wandered now and then,
As Youth will often do,
But always found the straight again,
The road to get me through.

If I had something I must say,
To commoner or king,
I found the straight the easy way,
The truth the easy thing.
And when a hill I had to climb,
Or mud I had to plow,
I always found the easy time
To do a thing was now.

And, Sonny, when we come to where
These legs of mine give out,
You, too, will find the same roads then,
Your Grand-dad talked about.
Remember what your elders said,
Who've laid them down to rest:
Whatever roads you find ahead,
The straight road is the best.

—TRANSPORTATION NEWS.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Vol. 11 Albany, N. Y., March 1, 1931 No. 5

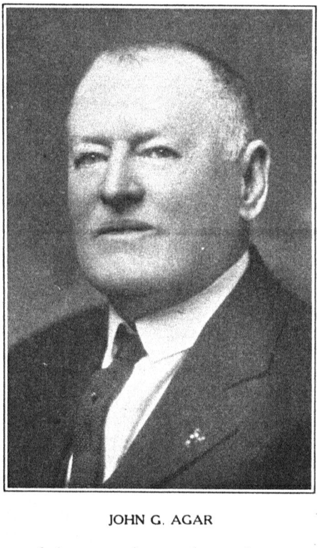
"The Port" of Fifty Years Ago

Veteran Describes Albany Lumber District in the Heyday of the Erie Canal

ANYONE who is at all familiar with Albany, or who rides on any train to or from the city on our Saratoga Division at all regularly, will doubtless recall having seen evidences of the old canal in the properties lying between Livingston Avenue and the overhead crossing of The Delaware and Hudson's line by the Albany-Troy road in the village of Menands.

It was here that the old time Albany lumber district was located, and where the shipping business which made the city one of the busiest water terminals of its day was carried on. As a traffic center, it reached its heyday in the early nineties.

In it, however, civic minded Albanians of today find a precedent for their belief that Albany can again be made one of the great ports of the world. This is one of the thoughts brought forward by JOHN G. AGAR, former Chief Clerk in the office of the Superintendent of Transportation, in a recent interview. MR. AGAR was employed by one of the companies operating in the lumber district for two years before entering the service of The Delaware and Hudson Company, in 1882.



JOHN G. AGAR

When he worked there, "the district" extended from North Ferry Street, Albany, to the first lock of the canal, located east of The Delaware and Hudson tracks, opposite the site of the present Montgomery Ward building.

There were 35 slips or wharves, extending back from and at right angles to the main canal, each able to accommodate as many as eight canal boats at one time. When business was particularly good, as many as 100 boats would be loaded or unloaded in a single day.

The main business of the lumber district was the transfer of the cargoes from canal boats to river boats, and vice versa. Those arriving from the north and west were unloaded, and their cargoes of lumber transferred to sailing vessels destined for New York and points south. Such vessels had previously been relieved of their loads of southern pine or other lumber from the south, consigned to points on the Erie Canal or cities served by other water routes in Northern New York.

To handle this enormous business, more than a thousand men were employed in the lumber district. Their various classifications were: loaders, pilers, sorters, cullers, laborers, inspectors, tally boys, etc. MR. AGAR'S position was the last mentioned, a tally boy.

It was his duty to follow an inspector with a "tally sheet," marking down the number of feet of each of the four grades of lumber unloaded from a boat. The inspector classified the lumber as either "good," meaning nearly perfect; "fourths," a good grade; "selects," corresponding to fair; and "picks" or "culls," a poor quality. As he inspected the wood, he also measured its length, width, and thickness, calling his findings to the tally boy who recorded it on his tally sheet.

When a boat had been unloaded the tally boy had to furnish the inspector with the total amount of each size, class, and kind of wood, so that the boat captain could be credited for his cargo. The lumber was then piled, each piece being marked on the end with colored chalk to distinguish its class. Then, when a boat was available, it was again loaded, this time with other wood of its particular grade, for forwarding to its final destination.

At that time a horse car connected the lumber district with the line of the United Traction Company between Albany and Troy. This horse car remained in operation until January 1921, long after the main line had been electrified. The western terminus of the "horse car branch" was the intersection of North Ferry Street and Broadway.

From childhood MR. AGAR was almost continually associated with some form of transportation. He was born in a building which, in 1865, stood on the corner of Colonie and Montgomery Streets. This site was later occupied by a New York Central Railroad depot, and at present sustains part of the Central's elevated route just west of the Albany station. One block south, at Livingston Avenue, stood the Delaware and Hudson roundhouse.

MR. AGAR went to School No. 6, on Second Street between Swan and Lark, later attending the Albany High School and Albany Business College. Upon completing his business course, MR. AGAR entered the employ of The Delaware and Hudson Company under Car Accountant C. H. Ewings. All of the company's general offices were then located in the National Express Company building at the foot of Maiden Lane, on the site now occupied by the Saratoga Division office building.

In the late eighties and early nineties the employees of the company's general office frequently had to ride to work in rowboats, as a result of water overflowing the banks of the Hudson River every spring. They were taken in boats from Maiden Lane, between Broadway and North Pearl Street, down to the steps of the New York Central Railroad bridge. They then walked across wide planks from the bridge to the second story window of the office building. This flooded condition obtained every spring until our present general office building and the Yacht Club pier were constructed.

However, the Delaware and Hudson general offices were moved to a new location at the southwest corner of North Pearl and Steuben Streets, in 1892, where they remained until the present structure was ready for occupancy in 1915.

MR. AGAR continued in the employ of The Delaware and Hudson Company until his retirement on June 1, 1928, holding successively various positions from office boy to chief clerk in the office of the Superintendent of Transportation.

Since his retirement MR. AGAR has made his home at 21 Winthrop Avenue. He is a member of The Delaware and Hudson Veterans Association, the Odd Fellows, Benevolent and Protective Order of Elks, and the Maccabees.

A Windowless Factory

AWARD of a contract for industry's first windowless factory building, a $1,500,000 plant, entirely without daylight, and embodying radically advanced ideas for scientific creation of artificial lighting, ventilation and other working conditions, was announced in Cleveland recently by the Austin Company, engineers and builders. The structure will be built for the Simonds Industries, at Fitchburg, Massachusetts. It will contain five acres, and will be one story in height.

A. T. Simonds, president of the saw company, advised the engineers the decision to build at this time was based upon the confidence of the firm's officials that business recovery was near, and their belief that present construction costs are favorable for immediate expansion against future needs.

The building will have solid, sound-absorbing walls.

Its roof will have neither windows nor skylights.

Illumination will come from hundreds of 1,000-watt electric lights, arranged to provide uniform light intensity, which is rarely possible in daylight factories dependent upon the cleanliness of windows or upon the weather.

One of the many innovations will be the painting of machines in orange color to increase their visibility and help reduce accidents. Walls and ceiling will be blue, green, and white.

The ventilation system will bring fresh air to all parts of the structure after purification and temperature regulation. Cork pads will be used under heavy machinery, and other efforts will be made to keep noise at a minimum.

—*New York Herald-Tribune.*

Mass Production

Commonly Applied to Quantity Produced, the Term Refers Primarily to Method

By W. J. COUGHTRY, *Recorder*

MASS production is the focusing upon a manufacturing project of power, accuracy, economy, system, continuity and speed.

The interpretation of these activities, through studies of operation and machine development and their co-ordination, is the conspicuous task of management. The normal result of these studies is a productive organization that delivers in quantities a useful commodity of standard material, workmanship and design at minimum cost.

Mass production as commonly applied refers to the quantity produced, but its primary reference is to method. It is not merely machine production nor merely quantity production for both may be secured without any resemblance to mass production. The necessary, precedent condition of mass production is mass consumption, the ability to absorb large production. The two go together, and in the latter may be traced the reasons for the former.

In origin mass production is American and comparatively recent; its most notable appearance falls within the first decade of the present century, following more than a century of development of the factory system.

America Originally Agricultural

WHEN the Lexington farmers "fired the shot heard round the world," America was an agricultural country. At the time the world was inflamed by the German invasion of Belgium the United States was the greatest of all manufacturing nations. Beginning in 1790 with one spinning factory employing nine persons, the number of American manufacturing establishments grew to 200,000 by 1927, paid wages to nine million employees and produced wares valued at more than sixty billion dollars.

American manufacturing of the factory type labored under heavy handicaps until the Civil War. Only after Lee's surrender did we really discover our unusual resources and advantages for manufacturing. The full utilization of the factory system, therefore, is a relatively new thing in the economic life of the United States. American manufactures rose from obscurity to world prominence in the span of a man's life, for the great change took place between 1870 and 1920.

Labor Was Scarce

MANUFACTURING was hindered in colonial days by the natural predilection of a new country toward the extractive industries—agriculture, forestry, mining, and fishing. Another handicap was the scarcity of labor. The population did not exceed 250,000 in the seventeenth century. By 1720 the population reached a half million; by 1740 the million mark was passed, and twenty years later the second million reached. At the outbreak of the Revolution the total, spread from Massachusetts to Georgia, was about two and one-quarter million.

As a consequence of the sparsity of population and abundance of land, wages were high and farms cheap. Wages ranged from two to six times the cost of living. As late as 1830 a mechanic could save enough in four to six months to buy an 80-acre farm. Farmers, to secure permanent labor, had to resort to indentured servants, imported convicts and slaves.

The craftsman was halted by lack of labor. Skilled journeymen soon became land owners or masters, while farm labor could not be used by the craftsmen because of their ignorance of trades. This condition, aided by the handicap of high wages, forcibly restricted manufacturing enterprises. Whatever capital there was went into buildings, live stock or tools, and left little free for manufacturing. Free capital was so rare and had so many demands for its services that interest rates were prohibitive. Hence, manufacturers were unable to borrow funds for running expenses or for expansion.

Colonial Manufacturing Prevented

THE British policy at the time of American settlement of exploiting the colonies for the benefit of the mother country encouraged America to produce only raw materials for shipment to England in exchange for British manufactures. Attempts of Americans to engage in manufactures were restrained. This policy and the laws prohibiting colonial competition not only discouraged but prevented all incipient manufactures.

The Revolutionary War ushered in a new era. American markets were suddenly thrown upon their own resources. With high prices for finished products and low prices for materials, an alluring profit confronted American enterprise and manufacturing immediately started. This endured only for a time. The war over, British manufacturers, favored with low wages, permanent labor supply, relatively large-scale production and a monopoly of technical improvements, flooded our markets, almost completely swamping our young industries.

Against these benefits, the Americans had the distance separating English producers and American consumers, the freight rates acting as a tariff in favor of the Americans. In addition, they were favored with low taxes and low-priced raw materials. In the long run these advantages counted against the British after we had smuggled, stolen or invented machinery to offset their technological superiority.

International Upheavals

THE American situation was relieved by the international upheavals wrought by Napoleon, which restricted continental competition. Great Britan thus obtaining a virtual monopoly of the European markets, was less concerned with the American. American commerce also profited, bringing much needed capital to America, the most of which went for enlargment of shipping facilities, but some was diverted to manfactures. Investment in manufacturing was greatly increased by the embargoes of 1807 and 1809 which blocked foreign importations and tied up our vessels. Capital was withdrawn from commercial ventures and put into factories. The War of 1812 was the final factor which firmly established the factory system in the United States.

With this new supply of capital came the organization of the cotton industry and expansion of the factory system. The return of peace augmented the labor supply. With labor and capital satisfied, the next requisite was water power. New England, endowed by nature with water power sites, brought together labor, capital and power and immediately took the lead in cotton-making. By 1830 her mills were able to furnish the entire domestic market with cotton cloth and had little to fear from foreign competition.

Iron manufacture emerged from obscurity betwen 1814 and 1830. The wool industry struggled in the wake of cotton. Although pressed by foreign competition, this industry before 1830 sought to adopt machine methods of production. Its failure to prosper as quickly as cotton was due to the complications inherent in an unstandardized raw material and a non-uniform product.

Pre-Civil War Days

BETWEEN 1830 and the Civil War the greatest influence brought to bear upon American manufacturing was the introduction and expansion of railroads. By affording speedy land transportation the railroads permitted the segregation of manufactures where they could be conducted most economically. They not only opened existing markets to everyone but created new markets by tapping hitherto inaccessible regions. This market broadening permitted large-scale production with its economies.

The technological advances in our manufacturing have been startling. Steam engines began to supplant water power about 1830. The competition between these two sources of power brought improvement in both. Machines already in use in factories were improved and new machines were introduced, the most important being that for sewing. The adaptation of this basic machine to various materials revolutionized industries in which sewing operations were paramount.

The use of machines called into being a new industry in which machines for other factories were the product. With the start of this branch of manufacture came the adoption of the principles of standardization and interchangeable parts. Eli Whitney was the first American to introduce these principles with profit in the manufacture of firearms in the Winchester Arms Works in New Haven, and they were the secrets of the success of the sewing machine industry. Later the same principles, applied in the manufacture of watches, agricultural machinery, typewriters, automobiles and numerous other commodities, gave to America its renown as a manufacturer.

Abundant Natural Resources

THE great wealth of natural resources of the continent as a whole is the basic fact behind our phenominal development in manufacturing since the Civil War. First in importance are our farms, from which are drawn three-fourths of all materials upon which our factories are dependent. Next are our mineral resources, more bountiful and diversified than those possessed by any other nation. Forests, which furnished our first manufactured exports, continue to support expanding manufactures. In acreage of commercial timber we have no rival.

The United States is deficient in only a few of the natural resources necessary for a command of manufactures. We are the world's leader in a great number. This exceptional foundation has largely contributed to the rise of our manufacturing to the world's front ranks. But these resources are not the sole reason for this rapid rise.

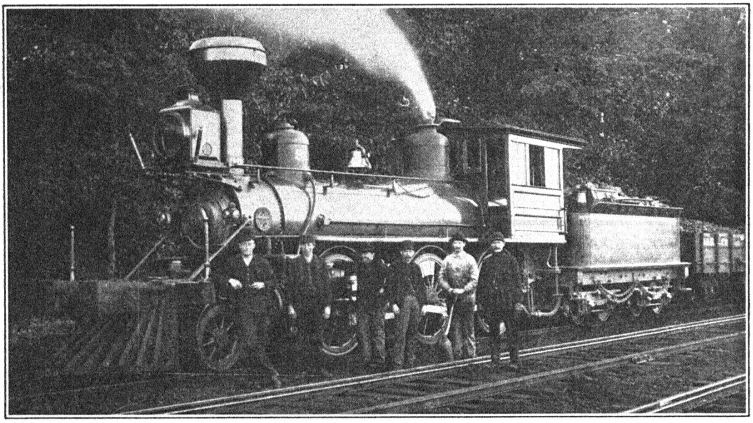
Improved transportation has been another great contributor to the development of our factory system. Before 1860 our railroads barely reached the Mississippi. Transcontinental lines have since been built. The middle west has become a dense railway net. The eastern states have built feeders to the trunk lines, or developed interurban transportation. Hence, the railroads have spread the entire continent before our manufacturers; made every part of the nation accessible to a factory.

Peerless Domestic Market

OUR variety in population, differences of climate, unlikeness of resources and variations in economic development have made our domestic market, which includes every part of the United States, without a peer. Each of these has stimulated manufacturing. Variety of peoples calls for a variety of products to fill their needs; climatic differences demand a variety of food, clothes and shelter; unlikeness of resource assures a basis for trade, and differences in economic progress mean that the more advanced must supply the wants of

(Continued on page 77)

At Yatesville in 1887



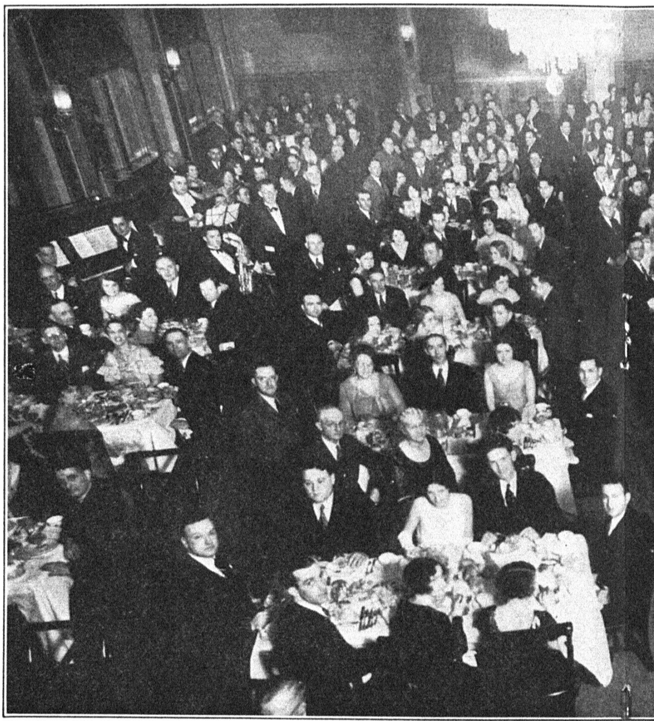
FOR a concise picture of early railroading on the Delaware and Hudson it would be difficult to beat the photograph of Locomotive No. 80 and crew, taken at Yatesville on the Pennsylvania Division, in 1887, and loaned through the courtesy of J. A. Copeland, Exchange Editor of *The Railroad Employee*.

The three-rail, dual-gauge track arrangement, the 4-wheeled "jimmy" car, representing the standard coal carrier of that day, the ponderous "bunter" beams, wide stack, oil headlight, and diminutive size of the entire locomotive, give a most eloquent description of railroading 40-odd years ago.

From left to right are: W. W. Copeland, former yardmaster at Carbondale; GEORGE CHAPMAN, now Pennsylvania Division passenger conductor; Truman Utley, former engineman; Britt Teets, former brakeman; A. M. Banks, former fireman, now Safety Appliance Inspector for the Interstate Commerce Commission; and David Lynch, former trainman.

Railroaders Dine and

Pennsylvania Division Railroad Club and Guests Enjoy Mr. G. B.
Following Turkey Dinner Attended by 267 Members a



NOTHING could have been more appropriate than the manner in which the Fifth Annual Dinner and Dance of The Delaware and Hudson Railroad Club, Pennsylvania Division, was launched on its merry way with the singing of *Keep the Home Fires Burning* by The Hudson Coal Company delegation, including MR. G. B. FILLMORE, General Sales Agent of that company and guest speaker of the evening.

The Crystal Ballroom of the Hotel Casey, Scranton, presented a kaleidoscopic picture of shifting colors and high lights, while GAVIN BURT'S Troubadors filled the air with melody during the entire evening. Bursts of song, led by various and sundry individuals of note, mingled with the courses of the roast turkey dinner which was a delight to the most epicurean palate, until President J. W. HOWARD called for order so that he might extend a welcome to all in behalf of the club, briefly outlining the scope of its activities.

He then called on J. E. LONG, Superintendent of Safety, who recalled how he had addressed the same gathering last year, appealing for support in the successful completion of the campaign for a 35 per cent reduction in accidents during the seven-year period closing with 1930. MR. LONG expressed his pleasure at the Delaware and Hudson's record, a 60 per cent reduction in employee fatalities and a 65 per cent reduction in employee injuries as compared with 1923. He asked continued co-operation of all in the attempt to reach the new goal which has been set, a further reduction of 33 per cent by 1933, not just to make new records, but to save lives, limbs, and broken homes.

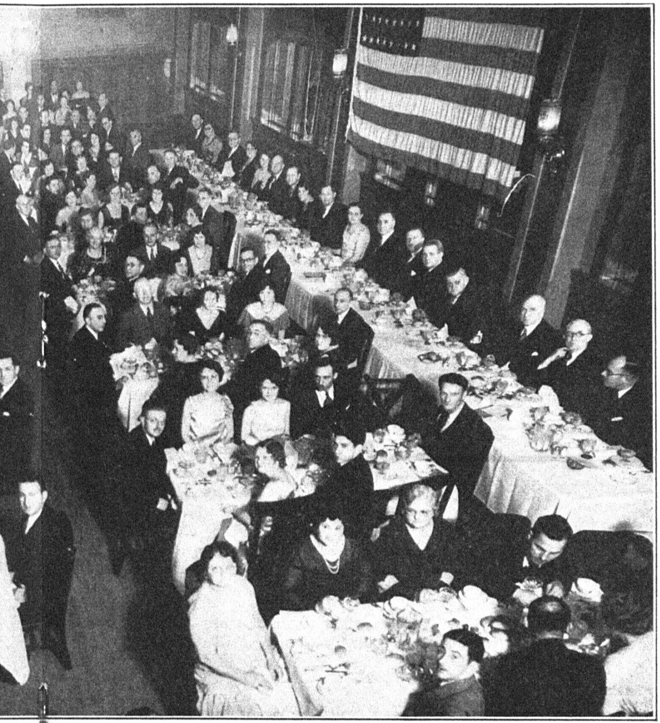
Superintendent of Transportation G. D. HUGHEY spoke next, expressing in a few well chosen words his pleasure at being "back here."

MR. FILLMORE prefaced his discussion of

and Dance at Scranton

G. B. Fillmore's Discussion of "Changing Markets for Anthracite"

embers and Their Friends at Hotel Casey, January 28th



"Changing Markets for Anthracite" by an expression of appreciation of the co-operation given The Hudson Coal Company by the Delaware and Hudson employees. Because of it, anthracite now moves from the mines to the markets in 50 per cent of the time required but a few years ago.

In addition to benefiting by the splendid railroad service, an improved quality of its product enables The Hudson Coal Company to compete successfully in the anthracite markets. Dealers are given good coal, quick deliveries, and better merchandising methods, including service men who show customers how to operate heating systems at maximum efficiency.

In discussing "Changing Markets," MR. FILLMORE said:

"We are all concerned and disturbed by the many remarks concerning the inroads of 'competitive fuels,' which phrase has been so frequently used within the past three years as to over-emphasize the actual conditions. Despite the losses of the past, anthracite today *is the predominating domestic fuel,* not by a slim margin, but overwhelmingly in the lead.

"The population of the anthracite consuming territory is in the neighborhood of 40,000,000. These people consume each year, for warmth and comfort, the equivalent of 80,000,000 net tons. Of this immense total, about 60,000,000, or approximately 75 per cent, is anthracite. In other words, after the concentrated efforts of competitive fuels to supplant anthracite, especially since 1925, the total of all such substitutes, (bituminous coal, coke, briquettes, oil, gas, and electricity) furnish heat and comfort to only 25 per cent of the total population of Northeastern United States. During this period, a re-awakened Anthracite Industry, through its new preparation plants, producing a superior

(Continued on page 76)

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 11 **March 1, 1931** **No. 5**

Safe At Home?

PICK up your newspaper any day in the week, turn to the local page, and let your eye run over the dozens of headlines there. Each of them tops a story of general interest to the people of the area where the paper circulates. Some of these stories relate events which are of real importance to the public as a whole, while others are run because they contain the elements of humor, pathos or tragedy which are of such absorbing interest to us mortals.

Although only a very few lines may be devoted to it, and although it may be hidden at the bottom of the page, where it will escape the attention of the casual reader, there is one type of story which may be seen almost daily in every newspaper. This is the one which tells of accidents which have taken place in the home.

A careful analysis of city and state reports to the National Safety Council indicated that not less than 23,000 deaths occurred from home accidents in this country in 1929. This appalling figure equalled that for fatalities from industrial accidents in the same year, and was three-fourths of the total number of deaths from motor vehicle accidents. The saddest part of this picture is that small children, who are too young to understand, or who have not been taught the hazards which surround them and who should be protected from falls, burns, asphyxiation, poisons and other types of home accidents, are in a large number of cases the victims. Among school children, more accidents occurred in the home than on the street, in the school, or on the school grounds. A study made a few years ago by the Metropolitan Life Insurance Company of the accident experience of its industrial policyholders, showed that 26.4 per cent of children's accidental deaths during 1924 were the result of accidents happening in the home, and that 13 per cent. of the accidental deaths of adults during that year occurred in the same place.

Many hazards exist even in well regulated homes, and most of us at times indulge in some careless practice while at home. Falls cause more than one-third of the home accidents in the United States. There is, for instance, the woman who stands on the rocking chair to fix the pictures or curtains, and falls, injuring herself. Even if she recovers without any permanent injury, the doctor's bills may be more costly than a good step-ladder would have been. Then there is the child who slips on the loose rug at the top of the stairs and is badly hurt, when a few tacks and a little time would have eliminated the hazard.—Or the person who smokes in bed, "just to be comfortable," and sets himself and the house on fire.—Or the small boy who steps on a rusty nail and gets lock-jaw because someone left an upturned nail in a board.—Or, again, the careless housekeeper who leaves the current on in her electric iron while she gossips with her neighbor over the back fence and comes home to find her kitchen in flames.

Innumerable accidents occur every day because parents and supposed adults are heedless and negligent about providing the little devices which would save lives and money, or because they fail to teach their children, from early ages, the most important of all lessons—how to preserve their lives and limbs. Most of the fatal accidents that happen in the home can be prevented. So can thousands of accidents that are less serious, but are, nevertheless, painful and disabling. Carelessness is evidently the underlying cause. A little caution on the part of adults, combined with safety education of children, would undoubtedly cut down the toll of accidental deaths and injuries in the home.

There is no expedient to which a man will not resort to avoid the real labor of thinking—*Sir Joshua Reynolds.*

A fixed idea is like a gimlet—every year gives it another turn. To pull it out the first year is like plucking out the hair by the roots; in the second year like tearing the skin; in the third like breaking the bone; in the fourth, like removing the very brain itself.

He who does not stretch himself according to the coverlet finds his feet uncovered.—*Goethe.*

They Were Protected

Provision for Dependents Was Made by 44 Employees Who Died in 3-Month Period

NEARLY half a million dollars, $415,221.23 to be exact, was paid to Delaware and Hudson employees or their beneficiaries under the Group Insurance Plan, in 1930.

In the three months November and December, 1930 and January, 1931, $74,502.00 was paid on Life Insurance claims.

Individual payments were made as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Batchelder, Willis D.	Conductor	Plattsburg	11-6-30	$2,600
Benson, John F.	Toll Collector	Green Island	12-30-30	*2,400
Brischetto, Alfio	Trackman	Oneonta	9-9-30	*2,000
Brown, John L.	Agent	North Creek	12-14-30	1,600
Burnham, Lemuel J.	Locomotive Oiler	Rouses Point	10-23-30	**102
Cain, Jesse E.	Material Man	Oneonta	12-24-30	*3,600
Calkins, Alvin W.	Storeman	Carbondale	11-21-30	*2,400
Contro, Pietro	Trackman	Binghamton	1-24-31	500
Cornell, Dan	Trackman	Albany	12-19-30	*2,400
Curtis, Charles	Agent	Port Kent	11-17-30	1,800
Curtis, Thomas	Clerk	Albany	12-24-30	1,800
Ellis, William J.	Waiter	Albany	12-12-30	1,000
Ernest, William H.	Truck Repairer	Colonie	11-3-30	1,600
Ferko, Andrew	Stationary Engineer	Carbondale	12-31-30	*3,600
Flagler, Charles A.	Caretaker	Albany	1-5-31	1,600
Fox, Joseph S.	Trainman	Honesdale	1-3-31	2,400
Hodgins, Robert J., Sr.	Blacksmith	Plattsburg	1-9-31	2,000
Hurst, Howard G.	Trainman	Albany	12-11-30	1,600
Jacobson, Martin (P)	Crossing Watchman	Bainbridge	12-17-30	1,200
Jennings, John J.	Gateman	Jessup	1-8-31	1,000
Keller, George A.	Special Agent	Albany	12-10-30	1,800
Maloy, Charles D.	Trainman	Albany	11-18-30	1,600
McGrath, John	Crossing Watchman	Glens Falls	11-30-30	1,000
Mosier, Horace L.	Trainman	Colonie	12-6-30	2,000
Mutchler, John E.	Section Foreman	Lanesboro	1-9-31	1,600
Noonan, Timothy	Trucker	Whitehall	11-5-30	1,200
Olcott, Frank	Crossing Watchman	Port Henry	1-6-31	1,200
Ports, George L.	Riveter	Green Island	12-25-30	2,000
Reed, Fred	Crossing Watchman	Whitehall	12-20-30	500
Ryan, Matthew	M. C. Watchman	Moosic	11-22-30	1,200
Shook, Stephen	Stevedore	Mechanicville	1-30-30	500
Smith, John T. (P)	Asst. Sig. Repairman	Green Island	11-12-30	1,800
Smith, Roland	Boiler Inspector	Carbondale	11-30-30	*4,800
Smyth, Edward H. (P)	Engineman	Colonie	12-23-30	1,000
Stowe, John T.	Crossing Watchman	Saratoga Spa.	12-22-30	1,200
Sweeney, Joseph J.	Laborer	Colonie	11-20-30	1,000
Tolerico, Fred (P)	Crossing Watchman	Carbondale	11-30-30	1,200
Vogel, Joseph	Laborer	Colonie	11-8-30	1,600
Wagstaff, Arthur J.	Clerk	Scranton	10-30-30	1,200
Warren, Kenneth E.	Transitman	Plattsburg	11-11-30	*3,600
Winnie, Corbin	Fireman	Saratoga Spa.	11-25-30	1,600
Winters, James B.	Laborer	Colonie	1-8-31	1,000
Wise, Leslie A.	Trainman	Oneonta	11-21-30	2,200
Zullo, Rafelo	Crossing Watchman	Schenectady	1-12-31	500
			Total	$74,502

(P) Denotes pensioned employees.

* Includes payment under Accidental Death and Dismemberment Insurance.

** Indicates balance due at date of death of employee who was receiving benefits under the Total and Permanent Disability Insurance.

Railroaders Dine at Scranton

(Continued from page 73)

quality of fuel, and through many sales and service engineers, has battled to a standstill each and every competitor and is now in a position to combat each one on a basis favorable to anthracite and not only to the retention of its markets, but the recovery of some of them.

"Bear in mind that, with the total of all other fuels serving less than 25 per cent of the market, these fuels *always* held over 10 per cent. of the domestic market in Northeastern United States, the actual gain being much less than generally estimated.

"The Anthracite Industry is not starting from scratch. It has a wonderful lead and is now prepared to well protect its position. Someone may ask, 'If this is so, why has the production of anthracite decreased from a normal (not including peak years) of 85,000,000 net tons to 70,000,000 net tons in 1930, a decrease of 15,000,000 net tons or approximately 18 per cent?'

"This decrease of 15,000,000 net tons was only partly lost to substitutes, as a careful survey of the market will disclose. In the past five years, buckwheat coal has practically become a domestic size, the increased sales of this one size for domestic purposes reaching approximately 4,000,000 tons in 1930. Unfortunately, this new market for 4,000,000 tons of anthracite competed against itself and eliminated the sale of 4,000,000 tons of larger sizes and, consequently, forced a decrease in production.

"A second factor, combustion service offered the consumer by nearly all anthracite merchants, has resulted in manifold economies and it is no exaggeration to state that the improved fuel, more efficient furnaces and the proper methods used in the burning of anthracite have resulted in a decreased market requirement totalling over one million tons.

"The automobile and the radio age introduced the partial payment plan, which made available these comforts of modern life to all people. It also forced many people to economize in other directions and helped to bring about the modern practices of hand to mouth buying. The manufacturers of automobiles and other luxuries have obtained more than their share of the consumer's dollar and, therefore, the fuel merchant has obtained less than his proportion of it, resulting in decreased tonnage of fuel consumed.

"The decided trend from single homes to apartment dwellings in the larger towns and cities has had a decidedly adverse effect on anthracite sales. It is estimated that the number of people living in multiple apartments has tripled in the past ten years. Most of these apartments are heated by central heating plants or by large individual power plants burning sizes of anthracite smaller than buckwheat, or, in many cases, bituminous coal. This trend has had an effect on the total sales of anthracite difficult to estimate.

"Lastly, the general business conditions in 1930 affected the anthracite market to a minimum extent of 3,000,000 tons.

"The above survey represents actual deflections of anthracite tonnage, which total 8 to 10 million tons, and even this large volume is a conservative estimate.

"To the man who is skeptical as to the future of anthracite, let him survey the decrease of our two most potent competitors, bituminous coal and coke, which two fuels accounted for 15,000,000 tons in the total of 80,000,000 tons required for the so-called anthracite territory of Northeastern United States.

"The smokeless bituminous coals of West Virginia, which have been a serious competitor to anthracite in many communities, show a decreased production from 57,289,000 tons in 1929 to 51,000,000 tons in 1930, approximately six-and-a-quarter million tons, or 11 per cent. This decrease in domestic bituminous coal sizes of six-and-a-quarter million is twice as large as the total anthracite decrease.

"The most serious competitor of anthracite at the present time is coke. The production in 1929 was just short of 60,000,000 tons and in 1930, 48,300,000 a decrease of 12,000,000 tons or about 20 per cent. It should be explained in this connection that over 85 per cent of coke is used in the production of pig iron and sundry purposes and less than 15 per cent is available for the domestic market. It is also interesting to note that the stocks of by-product coke plants on hand January 1, 1931, were over a million tons greater than the stocks on hand one year ago and it is well to mention that the great increase is represented by the larger stock piles at non-furnace plants, which indicates stock piles that are sold as domestic fuel in competition with anthracite.

"In comparison with these two competitors, anthracite presents a cheerful picture and not a gloomy one.

"As regards another strong competitor of the past five years, oil, it is sufficient to say that the present automatic stokers for anthracite on the market have numerous advantages over oil and not only give the dealer a fair chance in competing with these fuels, but a decided advantage, because the leading stoker manufacturer has not only replaced many oil installations, but also many gas burning heaters. Therefore, we can safely say that the anthracite dealer is in an advantageous competitive position to meet the requirements of those people who can afford and do demand automatic heat.

"It is true that gas also has been installed in many homes in the past few years, but certainly this fuel is only within the reach of the well-to-do. The projected natural gas lines, even if carried to all main consuming centers, will not be in a position to sell their product at any lower cost than the present by-product gas. Quoting the gas engineers of authority, 'they do not hope to make any real headway in selling gas to domestic consumers, because the price is and will be within reach of only a very small proportion of such consumers.' They do aim, of course, to supplant the heavy commercial demands of the local by-product companies, which will be to our advantage and not to our disadvantage.

"Reviewing then the future of anthracite, we see an industry that has faced decreased sales, due to many economic factors to a greater extent than the loss caused by inroads of competitive fuels. The picture is more favorable for the next few years and with the natural growth of the country, the sales of anthracite should not only hold the 1930 figure, but should show an upward trend."

Following the banquet the ballroom was cleared and dancing and cards were enjoyed until 1 a. m. The attendance, 267, marks the gathering as the largest and most successful yet held by the Railroad Club.

The committee under whose direction the affair was so successfully carried out consisted of N. S. BURNS, J. W. HOWARD, P. B. RYAN, W. F. REIDY, M. J. MCDONOUGH, J. J. BRENNAN, and H. N. ATHERTON.

They met for the first time on the golf links, and fell to dicussing their respective games.

"What kind of a game do you play?" asked one man.

"Oh, about 115," was the answer. "What do you?"

"About 112 on a good day."

"Well, let's shoot at a dollar a stroke."

That night the "115" man told his wife that the "112" man was a crook.

"He made it in 78," was the complaint.

"What was your score?" sweetly inquired friend wife.

"EIGHTY."

Put and Take

THE aim of every man should be to get out of life all that there is in life, to develop latent possibilities; bring to life dead talent; discover new forces; learn how to deal with men; develop the great art of persuasion; grow character; build a soul—in fact, to become a leader in the world's work, a man of affairs, a man who delights in raising the standard of men and who carries the flag of civilization forward.

Men do not acquire such a place by trying to get all they can out of the world, but by trying to put all they can into it—*Ginger.*

Mass Production

(Continued from page 71)

those less developed. The railroads, operating over a wide area, have brought about a market, both domestic and foreign, favorable to manufacturing. To carry our commerce in 1929, the railroads loaded more than a million freight cars per week.

Our commerce has been further enhanced by the great buying power of American citizens. Always faced with a shortage of labor, the people of the United States have been avid users of machinery. Here the introduction of machinery is constantly increasing. The methods of 1790 would have required a population of three billion to produce our manufactured products in 1927. But each of the nine million factory workers in 1927 was aided by iron slaves in the form of horsepower and machines. This, with a pioneer inheritance favoring strenuous endeavor, has made American workers more productive than those of any other country. This widespread development has been responsible for the most noteworthy feature of American manufacturing, its mass production of standardized commodities.

The early factory system was uneconomical in all its aspects. Its beginning brought greater risks and capital losses than previously known, lower wages and more precarious outlook for the workers, and a decrease in quality with no compensating increase in product.

Many hours, more workers, more machines failed to improve conditions. Each increase only enlarged the scale of fallacies built into business. Massing of men and tools and the profit motive, which dominated enterprise, failed to produce the desired result. There remained only the scientific motive which eventually grew into what is called mass producton.

The new method came after the failure of the mercantile and financial emphasis in manufacture.

The progress of financial control of industry was marked by two developments—the corporation and the labor revolt. Combination of industrial plants into large corporations for financial purposes was the first movement toward mass in industry. Proceeding on the theory that complete financial control would automatically bring complete profit advantage, many vital business principles were ignored and serious social hostility was incurred before its fallacy became apparent.

Out of this strife emerged the idea that the real difficulty lay in the neglect of scientific manufacturing principles. The attention of management began to focus on the actual labor processes employed. This led to what was known as the "efficiency movement" with its accompanying motion and time studies and similar methods, the roots of which were laid in the Midvale Steel Company's plant in Philadelphia in 1878.

(To be continued)

The Eight Points

THESE Eight Points, subscribed to by many sociologists, may not be as famous as the historical Fourteen; they are, nevertheless, equally important as war preventive, either international, sociological, or domestic:

1. Don't contradict people, even if you are right.
2. Don't be inquisitive about the affairs of even your most intimate friends.
3. Don't under-rate anything because you don't possess it.
4. Don't believe that everybody else in the world is happier than you.
5. Don't be rude to your inferiors in social position.
6. Don't repeat gossip, even if it does interest a crowd.
7. Learn to hide your aches and pains under a pleasant smile.
8. Learn to attend to your own business. This is a *very* important point.

—*Rays of Sunshine.*

In a kindergarten class, flags were shown, and in answer to a question, a little girl gave the response that was expected of her: "This is the flag of my country."

"And what is the name of your country?" was the next question.

"Tis of thee," was the prompt reply.

Hither and Yon

The man who wakes up and finds himself famous hasn't been asleep.—*Sunshine (St. Augustine.)*

When crossing a railroad track don't think of anything but crossing a railroad track. It's not the time or place to solve weighty problems.

The average school child uses about 800 words in daily conversation.

The population of the entire world is estimated at about two billions.

The computed value of the average human life to the State is $5,000.

South of the equator all climbing vines twine from right to left, while north of the equator they go from left to right.

German engineers are considering draining the North Sea to add more land to their country and obtain deposits of coal and other minerals.

The Suez canal is 103 miles in length. Its average depth is thirty-six feet and its greatest width 350 feet.

The human heart pumps over two million times in the average lifetime. It accomplishes almost 150,000 foot-pounds of work a day, which is equivalent to raising one ton a height of seventy-five feet.

At the end of 1928 the number of telephones in use in the five largest telephone using countries were: United States, 19,341,000; Germany, 2,950,430; Great Britian, 1,759,686; Canada, 1,341,219; France, 965,519.

Franklin's Philosophy

If you know how to spend less than you get, you have the philosopher's stone.

Onions can make even heirs and widows weep.

After three days men grow weary of a wench, a guest, and weather rainy.

Nothing brings more pain than too much pleasure, nothing more bondage than too much liberty.

—*Ben Franklin.*

Clicks from the Rails

Treasured Photograph

Among the most highly prized possessions of Eddie Galvin, Chief Usher at the Chicago Union Station, is an autographed photograph of Madame Ernestine Schumann-Heink, world-famous contralto, given him last fall. During the past twenty years Galvin has served Madame Schumann-Heink frequently, and in this long time he has never failed either to take care of her needs personally or make sure that someone else does. However, she invariably greets him cordially when passing through the station.

The photograph bears the note: "To E. J. Galvin, with best wishes and 'God Bless You,' from E. Schumann-Heink."

* * *

Great Handicap Overcome

Despite the handicap of having been deaf and dumb since he was six years of age, William H. Schaub has become a valuable employee of the Frisco Lines. Left without speech and hearing following an attack of spinal meningitis, Mr. Schaub has overcome this handicap to such an extent that he is now regarded by his superiors as being one of the most efficient men in the railroad's Statistical Department. Such difficult tasks as preparing Interstate Commerce Commission and cotton insurance reports are given him, and his department head says that when he turns in such a report, there is no question as to its perfection.

* * *

Train Personalities

In order to endow the "Columbine" and the "Portland Rose," crack trains of the Union Pacific, with genuine personalities, which will linger in the memories of patrons riding them, their dishes, menus, letterheads, envelopes, and other articles are stamped with the flowers for which they were named. On the "Columbine" these items display a lavender-blue columbine, while on the stationery and china of the "Portland Rose" a full-blown rose is printed.

Three Miles a Year!

One of the most remarkable model trains in the world was built by J. Martin, a Walthamstow, England, watchmaker. The locomotive, constructed entirely of gold and silver and operated by clockwork, is only one and three-eighths inches long. It, and several cars, make a train eight inches long. The unit runs on a track four and one-half feet long, requiring two hours and thirty minutes to traverse the distance, or at a speed of about three miles a year.

* * *

Concerts en Route

Last summer a "concert car" was attached to the Sunday excursion trains running between Dublin and the south and west of Ireland. This car, which was introduced experimentally by the Great Southern Railway, has low-backed reversible seats, and is capable of accommodating ninety persons. The stage can be erected at either end. The programs consisted of dancing, banjo solos, popular and sentimental songs, piano selections, and comedy turns.

* * *

Trans-Atlantic Telephoning

A traveler recently requested Clara Moon, Bell Telephone Company operator in the Central Station, Chicago, to put in a call for Paris, France. This was at 1:42 p. m. Just 29 minutes later the patron was talking to his party in Neuilly sur Seine, a Paris suburb. The charge for the six-minute conversation was $73.50.

* * *

What Do You Say?

Easterners going west for the first time have never been known to pronounce the names of the two terminal cities on one of the Southern Pacific's feeder lines in Arizona, Gila and Ajo. Their correct pronunciation is Heel-ah and Ah-ho.

First "Roller Bearing Train"

For the first time in history a train equipped throughout with roller bearings was successfully operated on December 23, last, when the New Haven Road's "Merchant's Limited," consisting of twelve Pullmans and two diners, pulled by the Timkin Roller Bearing Company's experimental engine No. 1111, made the run from New Haven to Boston, returning the following day on the same train. Although there have been other instances when all the cars of trains have been roller bearing equipped, and others when the one roller bearing locomotive in the world, this same No. 1111, has hauled passenger trains, never before were both roller bearing cars and locomotive coupled together.

* * *

Engine Bags Wildcat

Wildcats may be wild to small forest game, or even humans, but they are just minor obstructions on the track to a locomotive, a fact which is attested by the pelt now in possession of a Georgia engineman. Recently one of the animals was stalking some quail on the right of way when a train came along. The quail, unlike the wildcat, knew that "discretion is the better part of valor." They flew, while the wildcat turned to attack the locomotive—hence the proud engineman's newly acquired pelt.

* * *

Largest Meteorite

The handling of what is said to be the largest meteorite ever to strike the earth, weighing over 800 pounds, was one of the unusual duties of the Railway Express Agency force at Paragould, Ark., last year. The light of the meteorite, which fell near Paragould, was seen as far as St. Louis, Mo., 200 miles distant. It was sold by the finder to H. H. Ninenger of McPherson, Kan., for $3,600. Mr. Ninenger then had it forwarded to his home address by express.

The Man Who Fails

The man who fails is the sort of a chap
Who is always looking around for a snap;
Who never misses a chance to knock,
Who neglects his work to watch the clock.

He is grouchy and slow when work begins;
When it's time to quit he jokes and grins.
He is always as busy as busy can be,
When he thinks the boss is around to see.

He believes that a pull is the only way
By which he can ever draw bigger pay,
And he sulks and growls when he sees his plan
Upset by the "push" of the other man.

He's on the job when he draws his pay.
That done, he soldiers his time away,
While the men who tackle their jobs with vim
Keep pushing and climbing ahead of him.

For the man who fails has himself to blame
If he wastes his chances and misses his aim.
He'd win if he'd use his hands and wits.
The man who fails is the man who quits.

—*Clipped.*